NOES—45.

1.	Rajyasevanirata S. Chattanatha Karayalar	23.	Srimati T. Narayani Amma
2.	Mr. K. G. Kesavan Nair	24.	Mr. T. T. Kesavan Sastri
3.	,, V. Madhavan	25.	,, P. Yesudian
4.	,, E. K. Madhavan	26.	,, S. Thiravium Nadar
5.	,, R. Madhavan Nair	27.	,, P. C. Adichan
6.	,, M. K. Chandrasekhara Battathiri	28.	,, P. R. Atchutan
7.	,, K. M. Paul	29.	,, M. K. Mahomed
8.	,, V. Gangadharan Nair	30.	,, S. Muthukaruppa Pillai
9.	,, D. Thomas	31.	,, K. C. Karunakaran
10.	,, P. S. Gopala Pillai	32.	,, S. Krishna Aiyar
11.	,, N. D. Parameswaran Namboodiri	33.	,, P. K. Kumaran
12.	,, V. K. Velayudhan	34.	,, Kadakkavoor P. Madhavan
13.	,, Puliyoor T. P. Velayudhan Pillai	35.	,, V. S. Krishna Pillai
14.	,, V. K. Velappan Nair	36.	Rajyasevapravina G. Parameswaran Pillai
15.	,, C. S. Lakshmana Aiyar	37.	Mr. K. G. Kunjukrishna Pillai
16.	,, M. K. Ramakrishna Pillai	38.	,, S. Narayana Aiyar
17.	,, J. W. Tolson	39.	,, G. N. Tampi
18.	,, P. K. Kuriakose	40.	,, K. Madhava Kurup
19.	,, A. Sulaiman Sait	41.	,, H. C. Papworth
20.	,, P. S. Mahomed	42.	,, E. G. Salter
21.	,, K. R. Narayanan	43.	,, E. I. Chacko
22.	,, M. L. Janardhana Pillai	44.	,, K. R. Narayana Aiyar
		45.	,, C. Kumara Das

NEUTRALS—6

1.	Mr. Varkala K. Madhavan	4.	Mr. K. A. Mahomed
2.	,, P. O. Thomas	5.	,, P. K. Kunju
3.	,, Chazhikkattu Joseph	6.	,, M. R. Ramakrishna Pillai

The motion was lost.

PRESIDENT: The time for the demand has lapsed.

The question that a sum of Rs. 5,54,268 be granted under Demand XIII—Registration was put and carried. The grant was made.

DEMAND XIV—RAILWAYS.

MR. S. NARAYANA AIYAR (*Financial Secretary to Government*): Sir, I beg to move for a grant of Rs. 89,800 under Demand XIV—Railways.

Motion No. 2.

MR. S. SANKARANARAYANAN TAMPI: Sir, I beg to move

"To reduce the total allotment of Rs. 89,800 for Railways by Re. 1"

(To discuss the necessity of opening more railways in the State).

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[Mr. S. Sankaranarayanan Tampi.]

In moving this motion, I have to bring to the notice of the House the desirability of constructing more State-owned railways in Travancore. Before adverting to that, I would like to bring to the notice of the House the difficulties experienced by travellers in purchasing tickets in the several railway stations in Travancore. Sir, I hope I am correct in thinking that Travancore is represented in the Railway Board by a member of the Travancore Government. That member can represent the state of affairs in Travancore, the difficulties experienced by Travancoreans so far as railway is concerned and make amends for the handicaps that now exist. Sir, as things stand at present, people crowd at the booking office just one or two hours before the train starts and only he who has the physical strength is able to reach the counter and purchase a ticket. We find a notice in the railway stations that tickets will be issued throughout the 24 hours of the day, but when one goes to purchase a ticket, he finds the booking office closed for all the 23 hours of the day. That is to say, the window of the office is open only for a few minutes before the train is to leave the station. This is a matter which causes a lot of inconvenience to those who want to travel by train and therefore it should be given serious consideration by the Government. It is a matter which may be intimated to the Railway Board through the representative of the Travancore Government and a solution arrived at.

I may also inform the House that black marketing is prevalent even in railway stations. If there is provision for 200 tickets, only 40 or 50 tickets are sold through the window of the booking office and the rest are sold through favourities of the officials in the railway stations who make it a point to approach the passengers, get tips from them and oblige them. Sir, I speak this on my own authority. I once purchased a ticket. I did not pay more for it, but still I had to purchase that ticket from a police constable who was on duty in the railway station. He felt pity for my inability to purchase a ticket through the window of the booking office, and asked me: "Do you want to go by this train?" On my replying in the affirmative, he said, "Then you give me your money and I shall get a ticket for you." This system, he said, was a very common one.

The next point that I want to bring to the notice of the House is the necessity for the extension of railways in Travancore. Often, I have heard it said that Travancore is progressive in many respects compared to the provinces of British India and some of the Indian States. Of course, Travancore may be a progressive State when compared to the provinces and other Indian States; I do not dispute that But, Sir, comparisons are very misleading sometimes, I ask: "What is the extent of State-owned railway in Hyderabad? Does it compare favourably with that in Travancore?" It does not. Sir, nobody can belittle or minimize the part played by railways in the unification of the human race. More important is the case in Travancore, because Travancore forming the southern most portion of India is a

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unit not only in itself, but adds to the greater part of territory on the west coast, *viz*,, British Malabar and Cochin. Further, the culture, habit and traditions of these three countries are similar. We are severely lacking in communications, I mean railway communications which may unite these countries and so make it possible for greater co-operation and intercourse among the people of these three territories. I therefore urge upon the Government to construct a railway line from Quilon to Ernakulam and speed up with the work as early as possible.

Sir, a lot of money has been spent on previous occasions. A survey was made, if I remember aright, to explore the possibilities of constructing a railway from Quilon to Ernakulam, by Mr. Marini, an Engineer, and I think it has been left at that stage. Nothing.....

PRESIDENT: It is not correct. It was definitely turned down as being impracticable. The Government of India were of the opinion that Mr. Marini's scheme was utterly unsuitable and they used very strong language in regard to his scheme.

MR. S. SANKARANARAYANAN TAMPI: I would urge the Government to further explore the possibilities of constructing a railway from Quilon to Ernakulam which will unite Travancore, Cochin and British Malabar. If it is impossible to put Mr. Marini's scheme into effect—that is, through the coastal region—I would suggest that the railway can be extended through the centre of Travancore viz., from the south to say, Alwaye, because the ground along this portion is rocky. There are several portions of the land which remain idle without cultivation, and therefore to find a railway route through this course is not impossible. I therefore request the Government to further explore the possibilities of extending railways in Travancore so that unification of the three territories already mentioned may be achieved.

MR. A. K. BHASKAR: Is the honourable member aware that the existing railways are being dismantled and taken for war purposes?

MR. S. SANKARANARAYANAN TAMPI: For want of materials at present, the immediate construction of railways may not be possible. But what I want to bring to the notice of the Government is not the immediate construction of railways but the usefulness of constructing more railways at least at a future time. It was declared by the Dewan the other day that for a long time to come, the idea of constructing a railway from Quilon to Ernakulam would not be taken up for consideration.

MR. V. S. KRISHNA PILLAI (*Tovala* cum *Agastisvaram*): Does the honourable member desire that Travancore should be linked up to Tinnevelly also?

PRESIDENT: Order, order. The honourable members cannot address each other. They ought to address the Chair.

MR. V. S. KRISHNA PILLAI: Does the honourable member desire that South Travancore should be linked to other parts of India which are alike in culture and civilization?

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MR. S. SANKARANARAYANAN TAMPI: I do not object to any number of miles of railways being constructed in the State. The larger the number of miles, the gladder I shall be. But in view of the Dewan's recent declaration that it is the policy of Government not to construct railways for a long time to come, I place before the House my suggestion that as far as possible railways should be constructed in the State on a large scale out of State funds and facilities for the unification of the race be made more and more available.

MR. C. K. SANKARA PILLAI: Is it because that the President said that there is no possibility of extending railways that the honourable member wants more railways, or is it because he really feels that, for the unification of race, more railways are necessary?

MR. S. SANKARANARAYANAN TAMPI: The honourable member has completely misunderstood my point. I said that the Dewan declared recently that it was not the intention of Government to construct any more railways in the immediate future or for a long time to come. And I therefore suggested that the policy of Government might be revised.

MR. M. L. JANARDHANA PILLAI: Is the honourable member in order?

PRESIDENT: He is perfectly in order. He says that the Dewan has taken a certain line, which in his opinion, is wrong. He puts to this House the suggestion that more railways should be constructed. He is perfectly in order.

MR. K. K. CHELLAPPAN PILLAI: Sir, my cut motion is the outcome of the sight I see now and the experience I had in the railway station some days back; which is of usual occurrence especially after the commencement of the war. In these times, the railway services have decreased in number, but the number of passengers has considerably increased. Motor traffic has also become few and far between. Difficulties experienced by people at large on this account have been many and varied.

The point I want to submit is this. The rolling stock which the Government of India will be able to release now-a-days is only small. Further, the embarrassment which the people are undergoing is considerable. Therefore, to relieve the difficulties of the people on a very important matter like travelling, I would suggest to Government to influence the Government of India to release some of the rolling stock in their possession for use in our country, so that some more services may be introduced in the line. It is really a pitiful sight to see people, women and children especially, waiting from morn till dusk and from dusk to morn, every day, at motor stands and railway stations for purposes of travel. Again, the passengers are huddled together in vehicles. All these happenings would induce any man to bring a cut motion to discuss the policy of the Railway Department.

Because of over-crowding, two or three fold, in bus services, we must necessarily turn our eyes to railways. As regards the extension of railways, I support fully the views expressed by my honourable

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friend Mr. Sankaranarayanan Tampi. Any system of railway communication is quite necessary for a civilised state. The development of the coastal transport system which our Government have under contemplation is also good. Of course, canals may be improved and the introduction of a cheap transport system thereby is beneficial. But that may be used for the transport of materials and commodities from Cochin to Quilon and Trivandrum. For passenger traffic, a connecting link from Kottarakara to Ernakulam or Alwaye, is a desirable step to be thought of. The expenditure for such a scheme may be immense. But in the post-war reconstruction programme which comprises certain important measures, a scheme for extensions of railways, may be outlined and possibilities thereof explored. With these suggestions, I support the motion.

MR. S. MUTHUKARUPPA PILLAI (*Tovala* cum *Agastisvaram*): I urge on the Government that it is very essential that the railway be extended to Cape Comorin and the British Government be requested to link it with Tinnevelly. Such a line will be very useful when the Colachel or the Leepuram or both the harbours are developed. It is all the more essential, Sir, when we consider the village system in South Travancore as found in the adjoining districts of British India. I am of opinion that it will not be a losing concern. With these few words, I support the motion.

MR VARKALA K. MADHAVAN: Sir, I understand that the existing agreement between the South Indian Railway Company and our Government will terminate shortly and that our Government will be forced to take over the administration of railways. We have only 98 miles of railways in our State, whereas Mysore, Hyderabad and a few others have their own state railways of longer lengths. In the circumstances, it is not impossible for our State also to have our own State Railway. The reasons stated by the Dewan President for railway extensions do not apply to the Trivandrum Nagercoil line; but so far as Kottarakara Ernakulam line goes, his objections hold good. Sir, in South Travancore, there is no canal system. Even if the A. V. M. canal is improved, I do not think it will be fit for navigation throughout the year as the Quilon Alleppey canal, the reason being that the soil is rocky. In summer season, the canal will get dried up. To me it appears that on account of these handicaps, the canal was not maintained by the authorities in previous years. Therefore, the only possibility is to extend the railway so that the people may derive large benefit from it.

With regard to the line from Trivandrum to Quilon, one honourable member was speaking about the difficulties in purchasing tickets for travel. They are all due to the recent stopping of certain shuttle services. It is up to our Government to move the matter with the railway authorities and redress our grievance in that direction.

PRESIDENT: But they are likely to lessen still further the existing shuttle services throughout India.

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MR. A. K. BHASKAR: Does the honourable member know that the railway companies are advertising that nobody need travel through railways on account of war conditions?

MR. VARKALA K. MADHAVAN: But the people must travel. Sir, after the war, soon after the Armistice, our railway workshops could provide work for thousands of technicians thrown out of War Service. So, it is my firm belief that an extension of railway line from Trivandrum to Nagercoil will be useful to the public. With these words, I support the motion.

MR. K. A. MAHOMED (*Quilon cum Kottarakara*): എന്റെ സ്നേഹിതൻ മി. ശങ്കരനാരായണൻതമ്പി ഇവിടെ അവതരിപ്പിച്ച ഉപക്ഷേപത്തെ എതിർക്കേണ്ടിവന്നതിൽ ഞാൻ ഖേദിക്കുന്നു. ഇൻഡ്യയിലെ എല്ലാ റയിൽവേകളും അടുത്തകാലത്തുവരേ നഷ്ടത്തിലാണ് പ്രവർത്തനം നടത്തിക്കൊണ്ടിരിക്കുന്നുവെന്ന സംഗതി എല്ലാവരും സമ്മതിക്കുന്നതാണ്.

MR. A. K. BHASKAR: ഇപ്പോൾ ലാഭത്തിലാണ് ഇരിക്കുന്നതെന്ന് ബഹുമാനപ്പെട്ട മെംബെക്കറിയാമോ?

MR. K. A. MAHOMED: അടുത്തകാലംവരെ എന്നു ഞാൻ പറഞ്ഞതു് മെംബർ കേട്ടില്ലായിരിക്കാം. യുദ്ധം തുടങ്ങിയതിനുശേഷം മാത്രമേ ലാഭം ഉണ്ടായിട്ടുള്ളൂ. ഈ രാജ്യത്തു ൻവു മൈൽ നീളത്തിലുള്ള റെയിൽവേക്കായി ൬ കോടി രൂപായിൽ കൂടുതൽ ചിലവാക്കിയിട്ടുണ്ടെന്നാണ് കണക്കുകൊണ്ടു കാണുന്നതു്. ഈ രൂപായുടെ അടുത്തകാലംവരെ പലിശ കൊടുത്തുകൊണ്ടിരിക്കുകയായിരുന്നു. എന്നാൽ ഇപ്പോൾ റെയിൽവെ സംബന്ധിച്ചിടത്തോളം എന്തോണ്ടു ലാഭമുണ്ടെന്നു കണ്ടുതുടങ്ങീട്ടുണ്ടു്. എന്നാൽ അതു ശാശ്വതമായ ഒരു ലാഭമല്ല.

MR. K. A. MATHEW: റയിൽവേ കമ്പനിക്കാർ എന്തു ഡിവിഡൻറു കൊടുത്തുകൊണ്ടിരിക്കുന്നു എന്നു പറയാമോ?

MR. K. A. MAHOMED: ഗവണ്മെൻറുകാരും "സബ് സിഡി" കൊടുത്തിരുന്നതുകൊണ്ടാണ് ഡിവിഡൻറു ഭാഗിക്കുവാൻ കമ്പനികാർക്കു സാധിച്ചതു്. ഒരു മൈൽ റയിൽവേ നീട്ടുന്നതിന് ൬ ലക്ഷം രൂപാ ചിലവുണ്ടു. മൈസൂരിലോ, ഹൈദരാബാദിലോ തിരുവിതാംകൂറിലെപ്പോലെ ജലാശയങ്ങളും ഇല്ലെന്നുള്ള കാര്യം ബഹുമാനപ്പെട്ട മെംബർ ഓർക്കുമെന്നു വിചാരിക്കുന്നു. അവിടെ റെയിൽവേയെ മാത്രം ആശ്രയിക്കേണ്ടതായിരിക്കേ, ഇവിടെ ജലമാർഗ്ഗേണയുള്ള ഗതാഗതത്തിനും കൂടി സൗകര്യമുണ്ടെന്നുള്ള പരമാർത്ഥം മറയ്ക്കുവാൻ പാടില്ല. തെക്കൻതിരുവിതാംകൂറിലെ എ. വി. എം. കനാലിന് അടുത്ത പുനരുദ്ധാരണപദ്ധ

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തിയിൽ ഒരു പ്രത്യേക പരിഗണന ലഭിക്കുമെന്നും അതിന്റെ ശരിയായ പ്രാധാന്യം കൊടുക്കുമെന്നും ഇവിടെ പറയുകയുണ്ടായി. അങ്ങനെ നടക്കുന്നപക്ഷം കൊച്ചി ഹാർബറിൽ നിന്നും തെക്കൻതിരുവിതാംകൂർവരെ ജലമാർഗ്ഗഗതാഗതം സുഗമമായിതീരുന്നതാണ്. അപ്പോൾ പുതിയ റെയിൽവേയ്ക്ക് ചെലവാക്കുന്ന പണം ബുദ്ധിപൂർവ്വമായിട്ടാണോ ചെലവാക്കുന്നതെന്ന് ഗാഢഗൗരവപൂർവം ചിന്തിക്കേണ്ട ഒരു വിഷയമാണ്. എന്തുകൊണ്ടെന്നാൽ ഒരു റെയിൽവേ തിരുവിതാംകൂറിൽ കൂടുതലായി ഉണ്ടാക്കുന്നപക്ഷം അതുകൊണ്ട് ഗവണ്മെന്റിന് ശരിയായ മുതലെടുപ്പ് ഇല്ലെന്നു തെളിയും. അപ്പോൾ മറ്റൊരുവിധത്തിൽ വിനിയോഗിക്കപ്പെടാൻ പാടില്ലാത്ത വിധം അതൊരു ഭാരമായി തീരും. ഓവർഹെഡ് ചാർജ്ജസ്സ് തുടർന്നു ഗവണ്മെന്റിൽനിന്നും വഹിക്കേണ്ടതായി വരും. മറ്റുവിധത്തിൽ പറഞ്ഞാൽ റെയിൽ സ്ഥാപിച്ചുകഴിഞ്ഞു അതുകൊണ്ടു ഉപയോഗമോ ലാഭമോ ഇല്ലെന്നു തെളിഞ്ഞാൽ ഉടനെ വേറേവിധത്തിൽ ഉപയോഗിക്കാൻ പാടില്ലാത്ത ഒരു ഡെഡുവേയിറ്റായി തീരും. നേരേമറിച്ച് ഗവണ്മെന്റു ഇവിടത്തെ ബാക്ക്വാട്ടർ ട്രാൻസ്പോർട്ട് വിപുലപ്പെടുത്തുകയാണെങ്കിൽ ഈ റെയിൽവേയ്ക്കു ചിലവാകുന്നതിൽനിന്ന് വളരെ കുറച്ചു പണം മാത്രം അതിനു ചെലവാക്കിയാൽ മതിയാകുന്നതാണ്.

MR. K. K. CHELLAPPAN PILLAI : ബോട്ടുകൾ വളരെ സാവധാനത്തിലേ പോകുകയുള്ളൂ എന്നു മെംബർക്കറിയാമോ ?

MR. K. A. MAHOMED : വളരെ വേഗത്തിൽ പോകുന്ന ബോട്ടുകളും അടുത്തകാലത്തുണ്ടായിട്ടുണ്ടെന്നു ഞാൻ വിചാരിക്കുന്നു.

MR. K. K. CHELLAPPAN PILLAI : ഇപ്പോൾ വളരെ വേഗത്തിൽ പോകുന്ന ബോട്ടുകൾക്കും ട്രയിനിന്റെ വേഗത ഒരിക്കലും കിട്ടുകയില്ലെന്നു മെംബർ സമ്മതിക്കുന്നുണ്ടോ ?

MR. K. A. MAHOMED : അറിയാം. എന്നാൽ ചിലവാകുന്ന പണത്തിന്റെ വ്യത്യാസംകൂടി പരിഗണിക്കേണ്ടതാണ്.

സർ, എന്നാൽ റയിൽവേയ്ക്ക് വേണ്ടിവരുന്ന ചെലവിന്റെ അഞ്ചോ, പത്തോ അംശം മാത്രമെ ഇതിന് ചിലവു വരികയുള്ളൂ എന്നുള്ള കാര്യവും ഓർക്കേണ്ടതാണ്. കൊച്ചി ഹാർബറിൽ നിന്നും ആലപ്പുഴയ്ക്കും, കൊല്ലത്തും, തിരുവനന്തപുരത്തും അവിടെ നിന്നും തെക്കൻതിരുവിതാംകൂറിലേയ്ക്കും വെള്ളത്തിൽക്കൂടിയുള്ള ഗതാഗതം വിപുലപ്പെടുത്തുക ഒരു പ്രധാനകാര്യമായി അനുലോചിക്കുന്നു എന്നുള്ള കാരണം മാത്രം

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[Mr. K. A. Mahomed.]

കൊണ്ട് ഒരു റെയിൽവേ വേണമെന്ന് ആവശ്യപ്പെട്ടതു് ശരിയല്ല. അതു് ആലോചിച്ചു നോക്കുന്നപക്ഷം വളരെ ക്ലേശത്തിൽ പ്പെലവ് വേണ്ടിവരുമെന്നുള്ളതിന് യാതൊരു സംശയവുമില്ല. ഹെവിലോഡുസ് കൊണ്ടുപോകുന്നതിന് വാട്ടർ ട്രാൻസ്പോർട്ടും Light Load-ന റോഡും മതിയാകുന്നതാണ്. സാമ്പത്തികമായി വളരെ ലാഭം ഉള്ളതു് വെള്ളത്തിൽക്കൂടിയുള്ള ഗതാഗതമാണെന്ന് കച്ചവടക്കാരോടു ചോദിച്ചാൽ തന്നെ അറിയാവുന്ന ഒരു കാര്യമാണ്. ഈ അവസരത്തിൽ ഒരു സംഗതിക്കൂടി ഗവണ്മെൻറിന്റെ ദൃഷ്ടിയിൽ കൊണ്ടുവരണമെന്നു ഞാൻ ആഗ്രഹിക്കുന്നു. കോസ്റ്റൽ ട്രാൻസ്പോർട്ട് ഏറെറടുത്തതുപോലെതന്നെ തിരുവിതാംകൂറിലെ കായലുകളിൽക്കൂടിയുള്ള ഗതാഗതം കൂടെയെങ്കിലും ഗവണ്മെൻറു ഏറെറടുക്കണമെന്ന് എനിയ്ക്ക് അപേക്ഷയുണ്ട്. ആഹാരസാധനങ്ങൾ കൊണ്ടുവരുന്നതിനായി ഒട്ടനവധി വള്ളങ്ങൾ ഗവണ്മെൻറു കമാൻഡിയർ ചെയ്തിരിക്കുന്ന ഇക്കാലത്തു കച്ചവടക്കാർക്കു കൊച്ചിയിലും മറു സ്ഥലങ്ങളിലും നിന്ന് സാമാനങ്ങൾ കൊണ്ടുവരുന്നതിന് വളരെ പ്രയാസങ്ങൾ നേരിട്ടുകൊണ്ടിരിക്കുകയാണ്. മധുരക്കമ്പനിക്കാർ ഇപ്പോൾ നടത്തിവരുന്നതുപോലെയുള്ള ബാർജ് സർവീസുകൾ ഗവണ്മെൻറിൽനിന്നും ഏറെറടുത്തു നടത്തുന്നപക്ഷം അതു് വലിയ ഉപകാരമായിരിക്കുമെന്ന് ഗവണ്മെൻറു അറിഞ്ഞിരിക്കേണ്ടതാണ്.

നമ്മുടെ വനങ്ങളിൽ ധാരാളം തടികൾ ഉണ്ട്. കയറും ഇവിടെ സുലഭമായി കിട്ടുന്നുണ്ട്. അതിനാൽ ഇവിടെ വള്ളങ്ങൾ ധാരാളം പണിയുന്നതിന് സാധിക്കുന്നതാണ്. അതുപോലെതന്നെ ബാർജുകൾ ഉണ്ടാക്കുന്ന വിഷയത്തിൽ ഗവണ്മെൻറിന് യാതൊരു പ്രയാസവുമില്ല. കുറച്ചു tug (റഗ്)കൾകൂടി വാങ്ങിക്കുവാൻ സാധിക്കുന്നപക്ഷം കോസ്റ്റൽ ട്രാൻസ്പോർട്ടുപോലെ കായലിൻക്കൂടിയുള്ള ട്രാൻസ്പോർട്ടും ഗവണ്മെൻറിൽ നിന്നും ഉടനെ തുടങ്ങുവാൻ സാധിക്കുന്നതാണ്. അങ്ങനെ ചെയ്യുന്നപക്ഷം അതു വളരെ പ്രയോജനമായിരിക്കുമെന്നും അതിനുള്ള പദ്ധതികൾ ഉടനെ ആരംഭിക്കണമെന്നും അപേക്ഷിക്കുന്നു.

MR. M. L. JANARDHANA PILLAI: Sir, in moving the motion, the honourable member Mr. Sankaranarayanan Tampi pointed out certain difficulties in the course of railway travels, and therefore requested for the provision of certain conveniences to the travelling public. If that alone was the object, I would not have intervened in this debate. It was also said by him that this motion is intended for the purpose of drawing the attention of Government for opening more railways in the

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State. Sir, it is a well understood theory accepted by commercial men and economists that railways should be opened only where there are no other systems of cheap transport, particularly water borne traffic. It was, I believe 12 years or so back, when the Madras Government called together a conference of leading industrialists of the West coast along with the representatives of Travancore and Cochin Governments as well as the Cochin Harbour authorities to discuss the extension of railways. The matter was discussed at great length. It was observed then that no extension of railways on the border line of west coast and covering the distance between Ernakulam and Kottarakara or via Alleppey and Quilon would be justified in view of the enormous expenditure involved in the scheme and also in view of the possibility of running cheaper modes of transport right through the country. Again, as was pointed out just now by a previous speaker, investments on this venture would be very large, and it will not be possible to get back either our capital or a fair return on the investment. For these, very valid reasons, other methods of transport preferably by backwater wherever it is available, must be explored. That is a wholesome step from the point of view of cheapness. In the case of transport by road, motor buses being mobile objects could be transferred from one place to another if it ceases to be a paying concern. Such will not be the case with railways. If a line becomes non-paying the railway constructed there could not be removed to any other place. Further, opening of a railway is a costly business. Such being the case, it will be the greatest folly to think of constructing new railways.

We have already burned our fingers in the past. It is only on account of the war that we are getting some return for the capital invested and I am afraid, that after the war we are likely to go back to our old position. Therefore, Sir, Government should think not once but ten times before they think of embarking on that venture.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI : സർ, ഞാൻ ഈ ഉപക്ഷേപത്തെ എതിർക്കുന്നു. ഒരു അനിശ്ചിതമായ വിളംബാവിയിൽ റയിൽവേ വർദ്ധിപ്പിക്കേണ്ട ആവശ്യം ഉണ്ടോ, ഇല്ലയോ എന്നു നാം ഇപ്പോൾ ചിന്തിക്കേണ്ടതായിട്ടില്ലെന്നാണു എന്റെ അഭിപ്രായം. ഈ പ്രശ്നം ഏതുവിധത്തിലാണ് തീർച്ചചെയ്യേണ്ടതു് എന്നുള്ളതിലേക്കു ആവശ്യം വേണ്ടിയിരിക്കുന്ന പ്രാരംഭാനേഷണങ്ങൾക്കായി നാം ചെലവിടുന്ന പണംകൊണ്ടു് ജനോപകാരപ്രദങ്ങളും അത്യന്താപേക്ഷിതവുമായ മറെറന്തെങ്കിലും കാര്യം നടത്തുന്നതായാൽ ഈ അവസരത്തിൽ ജനങ്ങൾക്കു് കൂടുതൽ ശ്രേയസ്കരമായിരിക്കും. സർ, ഫൻർസ്–ചെ അഡ്മിനിസ്ട്രേഷൻ റിപ്പോർട്ടു് അനുസരിച്ചു് തിരുവിതാംകൂറിൽ ആകെ ൻവ മൈൽ നീളം റെയിൽവേ ഉണ്ടെന്നും അവയ്ക്കുവേണ്ടി ഒരു വലിയ ഇക ചെലവായിട്ടുണ്ടെന്നും കാണാം. അതായതു്,

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കൊല്ലം—ചെങ്കോട്ട റയിൽവെ— ഗവൺമെന്റ് വക ലക്ഷം രൂപാ
കൊല്ലം—തിരുവനന്തപുരം — ഒ ഒ. വൺ — ,,
ചാക്ക—തിരുവനന്തപുരം സെൻട്രൽ—ഫ്രൈറ്റ് ,,

ആകെ — ഫ്രീ വക ലക്ഷം രൂപാ

ഇതിൽനിന്നും യുദ്ധകാലപരിതസ്ഥിതികൾ ആവിർഭവിക്കുന്നതിനും സാധനങ്ങളുടെ വിദേശത്തേയും ക്രൂഡിയുടേയും ചിലവ് ഏറ്റവും കുറവായിരുന്ന കാലഘട്ടത്തിൽതന്നെയും തിരുവിതാംകൂറിൽ ശരാശരി ഒരു മൈൽ നീളത്തിൽ റയിൽവേ നീട്ടുന്നതിനു ഫ്രീ വക രൂപാ ചിലവായിട്ടുണ്ടെന്നു കാണാൻ കഴിയും. സർ, ഇത്രയും വമ്പിച്ച തുക ചെലവാക്കിയിരിക്കെ, ഇനിയും റെയിൽവെ വികസനാവശ്യത്തിനുവേണ്ടി പണം ചെലവാക്കുന്നത് യുക്തിപൂർവ്വമല്ല. ബ്രിട്ടീഷ് ഇൻഡ്യയും തിരുവിതാംകൂറുമായി ഈ വിഷയത്തിൽ താരതമ്യപ്പെടുത്തേണ്ട ആവശ്യം രണ്ടു കാരണങ്ങളാൽ ഇല്ലെന്നാണ് എന്റെ അഭിപ്രായം. അതിൽ ഒന്നാമത്തേത്, ബ്രിട്ടീഷ് ഇൻഡ്യയിൽ വില്ലേജ് സിസ്റ്റം അനുസരിച്ചു ജനങ്ങൾ സമൂഹങ്ങളായി താമസിച്ചുവരുന്നതുകൊണ്ടും അപ്രകാരമുള്ള ഒരു വില്ലേജിൽനിന്നും മറെറാരു വില്ലേജിലേക്ക് ൦–൦, ൫–൦ മൈൽ ദൂരം ഉള്ളതുകൊണ്ടും പ്രധാന വില്ലേജ്കളിൽ റയിൽവെസ്റ്റേഷനുള്ളതുകൊണ്ടും ജനങ്ങളുടെ ഗതാഗതസൌകര്യത്തിനു ബ്രിട്ടീഷ് ഇൻഡ്യയിൽ റയിൽവെ താരതമ്യേനസൌകര്യപ്രദമാണെന്നു വിചാരിക്കാം. നേരേമറിച്ചു തിരുവിതാംകൂറിൽ ജനങ്ങൾ രാജ്യത്തിന്റെ വാസയോഗ്യമായ എല്ലാഭാഗങ്ങളിലും നിബിഡമായും നിരന്നും താമസിച്ചു വരുന്നതിനാൽ റയിൽവേസ്റ്റേഷനു സമീപത്തു താമസിക്കുന്നവക്കല്ലാതെ റയിൽവേകൊണ്ടു സാരതരമായ പ്രയോജനം സിദ്ധിക്കുന്നതിനു മാർഗ്ഗമില്ല. രണ്ടാമതു തിരുവിതാംകൂറിനെ അപേക്ഷിച്ചു ബ്രിട്ടീഷ് ഇൻഡ്യയിൽ, ജലമാർഗ്ഗസഞ്ചാരത്തിനു സൌകര്യമില്ല. തിരുവിതാംകൂറിന്റെ ഒരറ്റം മുതൽ മറെറാരറ്റം വരെ നാമമാത്രമായ ചിലവിന്മേൽ ഗതാഗതം നിർവ്വഹിക്കുന്നതിനു അനുയോജ്യമായവിധം ജലാശയങ്ങൾ തൊട്ടുകിടക്കുന്നതായി നമുക്കു അറിവുള്ളതാണല്ലോ. ഈ നിലയിലുള്ള ഗതാഗതസൌകര്യം വർദ്ധിപ്പിക്കുന്നതിനു ഗവണ്മെന്റു കൈക്കൊണ്ടിരിക്കുന്ന നയം ഏറ്റവും അഭിനന്ദനീയമാണ്. ഇങ്ങനെയുള്ള ജലാശയങ്ങളുടേയും നദികളുടേയും സ്ഥിതിഗതികൾകൊണ്ട് ഇനിയും ഉത്തരതിരുവിതാംകൂറിലേ

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ക്ക റയിൽവേ നീട്ടുന്നതു വളരെ വ്യയഹേതുകമായിരിക്കുമെന്നുള്ളതും വിസ്മരിക്കുന്നതല്ല. മൂന്നാമതു് യുദ്ധാരംഭത്തിനു മുൻപായി, നാം മിക്കപ്പോഴും പേപ്പറിൽ വായിച്ചിട്ടുണ്ടു്. റോഡും റെയിൽവേയും തമ്മിലുള്ള മത്സരം (Rail road competition) റോഡുകളുടെ വർദ്ധനവുമൂലം റെയിൽവേകളും പ്രവർത്തനപരിപാടിയിൽ പരാജയപ്പെട്ടിട്ടുണ്ടു്. താൽക്കാലികമായ ഈ യുദ്ധപരിതസ്ഥിതികൊണ്ടു് നമുക്കു് റയിൽവേയിൽനിന്നും പക്ഷേ വലിയ ഒരു ആദായം കിട്ടിയേക്കാം. എങ്കിലും യുദ്ധം അവസാനിച്ചാലുടനെ റെയിൽവേകൊണ്ടു് നഷ്ടമാണുണ്ടാകുന്നതെന്നു ഭൂതകാലത്തെ അനുഭവം നമ്മെ ധാരാളം പഠിപ്പിച്ചിട്ടുണ്ടു്. ഇതിലേക്കു ചിലവാക്കേണ്ടിവരുന്ന സംഖ്യയിൽ ഒരംശംകൊണ്ടു എം. സി. റോഡിലും എം. എസ്സു്, റോഡിലും ഇരുവശങ്ങളിൽനിന്നും വരുന്ന സന്ധിക്കുന്ന എല്ലാ ഉപറോഡുകളും നന്നാക്കി ഗതാഗതത്തിനു സൗകര്യപ്പെടുത്തുന്നപക്ഷം രാജ്യത്തെ എല്ലാ ഉൾനാടുകളും പ്രധാനപട്ടണങ്ങളുമായി ഘടിപ്പിച്ച ജനങ്ങളുടെ സാമൂഹ്യികവും സംസ്കാരികവും സാമ്പത്തികവുമായ ഉൽക്കർഷത്തിനും തന്മൂലം കാരണമായിത്തീരുന്നതാണു്. അങ്ങിനെ റോഡിനെ വികസിപ്പിക്കുന്നതുനിമിത്തം കർഷകർ അധിവസിക്കുന്ന ഉൾനാടുകളിലേക്കു് കൃഷിക്കുപയുക്തമായിരിക്കുന്ന വളം, മറ്റു സാധനസാമഗ്രികൾ മുതലായവ ശേഖരിച്ചു കൊണ്ടുപോകുന്നതിനും കാർഷികോല്പന്നങ്ങൾ ഉൾനാടുകളിൽനിന്നും വിപണികളിൽ കൊണ്ടുപോയി ക്രയവിക്രയം ചെയ്യുന്നതിനും തദ്വാരാ രാജ്യക്ഷേമത്തിനും അതു് എല്ലാവിധത്തിലും സഹായകരമായിതീരുന്നതാണെന്നു പ്രസ്താവിച്ചുകൊണ്ടു് ഉപക്ഷേപത്തെ എതിർക്കുന്നു.

MR. P. S. NATARAJA PILLAI: Sir. I wish to participate in this discussion to bring forward or ventilate a local grievance. From the Trivandrum Central Station, we have only two up trains going. This is a starting station. A notice at the station says that throughout the twenty-four hours of the day tickets are being sold. But, Sir, what is really happening, as a matter of fact, is that tickets are sold only just one hour before the starting of the train. I can understand tickets being sold according to the capacity of the trains in the intermediate stations, one hour before its arrival, but at the starting station to restrict the time and the number of tickets is not reasonable to put it at the least. So, what I would suggest is that our representative in the Railway Advisory Board should take up the matter there and induce them to issue instructions to the Central Station Master here that tickets should be made available throughout the twenty-four hours of the day and when the maximum capacity of the train has been reached to put up a notice to the effect that tickets have been sold.

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MR. E. G. SALTER: Then, may I ask the Honourable member, are we to close down all the stations in Travancore for the benefit of Trivandrum?

MR. P. S. NATARAJA PILLAI: Being a starting station there could be no difficulty. The people will be getting out in the intermediate stations and then tickets could be issued for going up.

Sir, this is a practical difficulty. A number of persons crowd in the station and there are so many other difficulties just as we meet with in the transport bus stand. But we do not want to duplicate them at the Railway station. I would therefore suggest that our representative should try to get instructions issued to the Central Station Master by the Railway Advisory Board, to issue tickets throughout the day.

There is another practical difficulty. Railway rules provide that when a passenger purchases a first-class or second-class ticket he could claim two or three third-class tickets for the sake of his servants or other persons. As a rule, this the Central Station Master here refuses. I am not for changing the rules. However well intentioned they may be, in the actual working of them the people are put to great difficulty. Our representative must earnestly put forward this aspect of the matter and get the grievances redressed.

Sir, there is another point, a bigger question, brought to the notice of the honourable House. I do not wish to enter at this stage on the merits or demerits of the expansion of the Railway system to other parts of Travancore or to go into the topic of road and rail competition or into the erudite question of the economic policy that should be kept in view.

MR. C. K. SANKARA PILLAI: Sir, I too am of opinion that there is a practical difficulty in getting tickets from the Trivandrum Central Station. I associate entirely with the views expressed by my honourable friend Mr. Nataraja Pillai and I wish to bring to the notice of this House that when we are discussing practical questions or when cut motions are being moved to bring to the notice of the Government certain grievances or other matters which affect the public in general we have to view them purely from the stand point of public feeling and necessarily to forget for the moment the person or the party that brings or sponsors those questions.

MR. PULIYOOR T. P. VELAYUDHAN PILLAI: Sir, I rise to a point of order. Is it right on the part of the honourable member to say that? That would mean that personalities are taken into consideration in the course of the debate.

PRESIDENT: That is his impression.

MR. C. K. SANKARA PILLAI: Sir, I do not hear.

PRESIDENT: The honourable member raised a question of order as to whether you were in order in making these observations. I said you were.

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MR. C. K. SANKARA PILLAI : Now, Sir, the practical difficulty of getting tickets in this station is really a difficulty and needs immediate remedy either through the Government or through the Adviser to the Railway Board representing Travancore. When it is put down that for twenty-four hours tickets will be available, to give them only about two hours before a train leaves is to cause great hardship to the people. Sir, this is a matter which needs immediate attention of the Government. To urge this fact and to bring to the notice of the Government and the authorities concerned the necessity for remedying the situation at the earliest opportunity, I support the motion.

PRESIDENT : Order, order. There were certain very real grievances brought to the attention of the Government. Those grievances have now to be adjusted by correspondence between this Government and the Government of India. Honourable members of the Legislature are aware that during the last two months the South Indian Railway administration has changed hands. The Railway system is no longer vested in the South Indian Railway Company which was an incorporated company in Great Britain. It has now been purchased by the Government of India so that the South Indian Railway is the property of the Government of India. The Government of India have stated quite recently that they would allow the same system and the same personnel to continue for the time being so far as the railway is concerned although a change of ownership has taken place. The grievances which have been brought to the notice of the House by honourable members, including the mover will be transmitted to the Government of India. This Government entirely and wholly sympathise with the demands made on the floor of the House and the full support of this Government will be given for the purpose of easing the somewhat difficult situation that has arisen at the present moment. I may add, however, that this is not peculiar to Trivandrum as honourable members who have some experience of purchasing tickets and of securing accommodation in places like Madura, Madras or Bombay can testify. But in the whole of this discussion whether with regard to specific grievances or with regard to expansion of the Railway, one matter has been lost sight of, in my opinion, and that is, much of what to-day appears to be irksome or difficult is of a transitory character. Honourable members will recollect that many of the branch lines in India have been thoroughly dismantled and their permanent railway stock and the rails have been transported elsewhere for purposes of war. In the South Indian Railway, especially in the portion between Quilon and Shencottah and between Virudunagar and Shencottah a certain number of passenger vehicles and trucks has been taken away from the stock. The Government of India have asked our permission, because we are in the relation of partnership, and naturally when it was stated that the permission was required in view of the exigencies of the war, this Government could not negative that request. The result is that both in the matter of passenger traffic and goods in Travancore the railway is running very short. Therefore, they have started propaganda to make the people "travel less." and

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there is difficulty in getting tickets and accommodation. In places like Delhi and Bombay there is a very thriving market in tickets, tickets often changing hands at twenty or thirty times their nominal value. But, these are what may be called transitional matters and I may at once say that the grievances that have been brought to the notice of the House will be transmitted to the Government of India and as much advocacy as is competent with this Government used in remedying matters.

There is another matter which has to be fairly and squarely dealt with in as much as a certain amount of misapprehension has arisen and is existing not only within the State but outside. I read with interest a pronouncement made by my good friend Sir George Boag, the Dewan of Cochin, wherein he envisaged the possibility of a railway between Kottayam and Ernaculam. In order that there might not be any misunderstanding or fear either here or elsewhere, let me make a few things absolutely clear.

In the first place, many years before the war, when steel and wood and various alloys which are necessary for the purpose of construction of rails, locomotives and trucks were very cheap, the 98 miles of railway that we are now having cost two crores of rupees. It was a most misconceived and almost an impossible scheme brought into existence due to the misdirected energies of a gentlemen called Mr. Marinee. He had the alternative of extending the railway from Virudunagar to Trivandrum or from Nagercoil to Trivandrum or from Trivandrum to Quilon. I do not want to go into the reasons why the present route was chosen. Both the Government of India and this Government have very definite views regarding the matter, but those views are hardly fit to be stated in public. But the position is something even more complicated than that. At the present moment, this stretch of route is meter gauge. The whole of the railway line up to Cochin is broadgauge. One of our main difficulties today is that whenever traffic starts from Madras or Bombay or Delhi and goes to Cochin there must be a break of gauge before any goods or passengers are transported from Cochin to Travancore. We have laid a meter gauge line—why a meter-gauge was chosen, nobody knows excepting Mr. Marinee. But the result has been that meter gauge involves light railways. Meter gauge involves a different principle in the method of dealing with the permanent way. The culverts, bridges, causeways, etc., are constructed on a different principle and with different standards so that if there is to be connection with Cochin a broad gauge line will have to be contemplated. A broad gauge line means, if that line is to take effect in the stretch of country from Quilon to Shencottah, a break of gauge either at Virudanagar or at Quilon, because the main South Indian line is also laid on the meter-gauge. Therefore, you cannot change the meter gauge line from Virudanagar to Trivandrum and have a broad gauge line, Supposing we make up our minds to have a broad gauge line, then, the whole of the rails will have to be taken, the whole of the permanent way reconstructed, which means according to reasonable estimates on pre-war standards a cost of about seven to eight crores apart from the question

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of expenditure on the carriages and the locomotives. Supposing, however, it is argued that there might be a meter gauge line between Virudunagar and Trivandrum, but there might be a broad gauge line from Kottayam to Ernaculam through Alwaye. Then the question arises, how many bridges have we to construct ? How many stretches of backwater have we to surmount and how many hills have to be tunnelled ? And making again an approximate estimate for that stretch of railway, it was found that according to the pre-war standards it might cost five crores of rupees and according to the present standards anything between ten and twelve crores.

Having done that, we are next left with the position that the expenditure that we shall incur, namely, twelve crores at least, will be wholly unnecessary and injurious to the best interests of the State because that amount will have to be taken from the amount which can otherwise be utilised for facilitating motor traffic, and improving our canals to carry by water transport our heavy traffic. Honourable members may refer to the state of affairs in Mysore. There is not a single navigable river in Mysore excepting the Cauvery, for about four miles. There are navigable rivers in Hyderabad, but they are navigable only for small stretches. It would be correct to say that south of the Vindhia mountains there is no stretch of country which could be compared to Cochin and Travancore, because here you have navigable canals right through from one end of the country to the other.

That Government have been guilty of allowing those canals to get out of order goes without doubt. Government have not bestowed as much attention as they should have done. But to divert ten crores even on a long-term policy would be necessarily to militate against the proper development of the canals of Travancore. Not only that, there is no doubt that no stretch of country can compare with Travancore and Cochin in the matter of possibility of roads. Having listened to the debate on the roads, I have come to the conclusion that there are certain grievances. Nevertheless, the extent of the roads is about 5200 miles which is thrice as much as any other unit possessing a proportionate area. Now, to take away a large sum of money from the development of roads for railways would necessarily mean a comparative neglect of the road transport, and the idea of Government therefore is that we are not justified in starting that experiment.

Another aspect also deserves consideration. Between the formation of the railway and the years before the war, we were running these railways at a loss. In other words, this Government year after year paid to the South Indian Railway Company certain moneys which ranged from rupees forty thousand to two lakhs a year as compensation for their loss. That went on for some ten or fifteen years and then conditions improved and we got about one to two per cent. during the next two years. This year and the last we have been making about nine per cent. out of it. But very soon we shall come back to the old order of things, because if petrol becomes available no sane man will travel along the South Indian Railway. I have said this in railway

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conferences and when I was member for Railways in 1932. In fact, it may be said that a swiftly moving man can overtake the train at any stage between Quilon and Shencottah. This experience must be well known to everybody and it may be said to be true not only in the case of journeys between Shencottah and Quilon, but throughout the South Indian Railway. Therefore, with our present materials and with our commitments it would be an act of suicidal mistake to venture upon any new experiment.

There is another aspect which must be borne in mind and that is, though there is a great deal to be said in favour of combination of country and country or inter-communication between country and country, there are two problems which will solve themselves in the years immediately succeeding the close of the war. Already, the roads of the world are in great peril. I am not speaking in an irresponsible way. With the possibility of flying a plane within a taking—off distance of forty feet, if and when the helicoptre comes into use in the urban centres, it is doubtful whether in urban traffic after the war the roads would be used at all. The roads will have in all probability heavy traffic and canal and road traffic will have very big tugs and trolleys run on diesel oil with which no railway can compete. Tomorrow we have to talk of crude oil and not of petrol as it is today. Unimaginably cheap fuels will be made available soon after the war and if the war ends this year in Europe and the next year in the Far East, we will be able to get fuel at about one-eighth of the present price. This has been worked out by competent persons and no railway competition with canal traffic run on cheap fuel and transport similarly done on cheap fuel can be successfully undertaken. Therefore, in dealing with this matter, both from the economical point of view and from the point of view of the disequilibrium between the meter gauge and the broad gauge and also from the point of view of facilitating other methods of traffic which so far as Cochin and Travancore are concerned are more efficacious than the railway, the Government have come to the conclusion that they would not change their policy of concentrating on road improvement and co-ordinating with it a system of canal transport where the traffic will not be purely one driven by human power, but by steam tugs or electrically operated or diesel tugs.

That is the scheme which the Government have in view. They have also set apart a very large sum of money for the improvement of coastal shipping. Agreements have been entered into with one of the most important companies in British India for partnership with that Company, for coastal traffic from Trivandrum to Karachi and Bombay. That will come into existence within three months' time. But, today it is necessary to improve the canals and if these advantageous methods of traffic are kept in view, it will be seen that rail traffic is a matter on which we need not concentrate now. If the Government of India are so kind as to remove the rail lines from Shencottah to Trivandrum, this Government will not raise any insuperable objection.

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MR. S. SANKARANARAYANAN TAMPI: Sir, I withdraw the motion.

The motion was by leave of the House, withdrawn.

The question that Government be granted a sum of Rs. 89,800 under Demand XIV—Railways was put to vote and carried.

The demand was passed and the grant made.

DEMAND XV—STATE TRANSPORT.

MR. E. G. SALTER: Sir, I beg to move that Government be granted a sum of Rs. 42,97,529 under Demand XV—State Transport.

PRESIDENT: Order, order. I find here that all the motions on the first and second pages are out of order, but honourable members have apparently not taken much care about putting them in proper order. However, I will give them all an opportunity to speak. The first motion that is in order is that standing in the name of Srimati T. Narayani Amma and I will allow all the other honourable members who have given notices of cut motions to speak in relation to this.

Motion No. 12.

SRIMATI T. NARAYANI AMMA:

Sir, I move that the allotment of Rs. 86,342 for Administration be reduced by Re. 1.

The object of my motion is to urge the desirability of devising measures for regulating entry of passengers into buses at stations like Trivandrum and Nagercoil and Kottayam. Sir, before speaking on the motion, I feel it my duty to congratulate the Director of Transport for the steady progress of the transport scheme.

Sir, in moving this motion, I wish to draw the attention of the Government to some constructive suggestions for increasing the usefulness of the Department and for minimising the inconveniences caused to the passengers.

PRESIDENT: I do not want to ask the honourable member to strain her voice, but I would like her to speak a little louder. If you feel unable do not bother.

SRIMATI T. NARAYANI AMMA: Yes, Sir.

I do not forget the fact that already certain steps have been taken to regulate the entry of passengers at the Trivandrum Station. Sir, even at the Trivandrum station the rush of passengers is at times so very great that women and children and old men find it difficult to get into the buses. I shall not be surprised if some minor accidents occur in the Trivandrum Station when the passengers make a rush to get into the bus. It is caused by the unchecked elbowing and pushing resorted to by the sturdier section of the would be—passengers in their attempt to get into the bus first. Sir, here, as in the case of Express buses, provision should be made for the reservation of seats. If that is not possible tickets should be sold half an hour before each bus leaves the station and ticket holders must be given preference in entering the buses.

Another suggestion that I wish to make is that long distance passengers should be given preference. Some such discrimination should

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